

Public Works (1899) Department.

G.O., No. 858 9

DATED 12 Oct 1899.

[Despatch Abstract.]

Wharf & siding at the Railway bridge over the
Kurnool - Cuddapah Canal.

Letter from the S.E. III Circle forwarding a
copy of letter from the S.E. Kurnool Dn
on the subject of the proposed
commd to the Rev Dep't

Leonard's copy of
letter from the Executive
Committee returned on
the subject of proposed

BACK PAPERS.

No.	Date.
R 5332	24-11-98

FURTHER PAPERS.

No.	Date.
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No. 3449

Superintending Engineer's Office,
3RD CIRCLE.
Bellary 20 September 1899.

FROM *Lieut. Col. W. S. C. Baddley*
SUPERINTENDING ENGINEER,
3RD CIRCLE,

To THE *Chief Engineer*
for Irrigation
Madras

Sir,

Enclosures.

1 Copy of letter
No. 2542 of 14.9.99

In reference to G.O. No. 910 of 22nd November 1898 I have the honour to forward a copy of letter No. 2542 of 14.9.1899 from the Executive Engineer Kurnool Division on the subject of the proposed wharf and siding at the place where the S. M. Railway crosses the Kurnool Cuddapah Canal - 108 miles 28 chains.

2. The figures given by Mr Johnston show that the proposal is not likely to be a success and although the idea of putting the Canal and railway in a position to feed each other is perfectly sound I cannot recommend the experiment of trying to create traffic in the manner proposed by the Board of Revenue.

I have the honour to be
Sir

Your most obedient servant

W. S. C. Baddley

Superintending Engineer
in Charge - Bellary

19.9.99.

From
The Superintending Engineer,
3rd Circle,

To

The

Dated

Received

189

Enclosures.

No.

Subject.

Letter No. 2542 dated Kurnool, 14th September 1899
from John C. Johnston Esquire, Executive Engineer
Kurnool Division to the Superintending Engineer
III Circle Bellary.

With reference to your endorsement No. 3135 of
28th November 1898 regarding the advisability
of constructing a wharf and siding at the
Railway bridge over the Canal near handyal,
I have the honor to report as follows:—

2. No inference can be drawn from the
traffic statements up and down Canal into
and from handyal. The bulk of the imports
probably is taken on to the Railway Station
for export, but there is nothing to show how much
this is.

The reports from handyal via the Canal cannot
be taken into account for they go southwards
towards Maddur or northwards towards
Kurnool, and not, in any case, to the handyal
Railway Station.

3. The average amount of imports into handyal
for the two years 1896-97 was 287 tons, and
if all this were despatched to the Railway
Station for export it would make up about
50 truck loads per annum. This is scarcely
good enough to warrant the expense of a
wharf and siding.

4. Merchants at present pay 1 anna 10 pice a
bag for Cartage from the present handyal
wharf (about 2 miles above the Railway bridge)
to the Railway Station, a distance of 4 miles.
A wharf and siding at the Railway bridge
would save this and the saving thus effected
may possibly tend towards an increase of traffic.
I can offer no opinion on this point.

1/27 KC.

7. A wharf and siding may create a barrier which at present does not exist to any appreciable extent.

True Copy.

Herb Bader

Lt Col. S. H.

Supervising Engineer

III (circle - Bell)

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